

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No 1299 日一月七五十二年光

SATURDAY, AUGUST 26, 1899.

六拜禮 號六月八英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL (SUBSCRIBED AND PAID-UP) Yen 12,000,000
RESERVE FUND " 7,300,000

Head Office—YOKOHAMA.

Branches and Agencies.
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIEN.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARIS BANK, LTD.
THE UNION BANK OF LONDON, LTD.

HONGKONG AGENCY—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" " 6 " 4 "
" " 3 " 3 "

" " S. CHOH, Agent.
Hongkong, 1st August, 1899. [38]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP \$800,000
RESERVE LIABILITY OF SHARE-HOLDERS \$800,000
RESERVE FUND \$500,000

INTEREST ALLOWED on CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.
" " 6 " 3 "
" " 3 " 2 "

T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 20th May, 1898. [31]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$11,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. STILES, Esq., Deputy Chairman.
E. Goetz, Esq.

A. Haupt, Esq. A. J. Raymond, Esq.
R. H. Hill, Esq. P. Schuse, Esq.
The Hon. J. J. Keswick. E. Shellim, Esq.
A. McConachie, Esq. R. Shewan, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.

MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3% per Cent per Annum.
For 6 months, 3% per Cent per Annum.
For 12 months, 4% per Cent per Annum.

THOMAS JACKSON,
Chief Manager.

Hongkong, 10th August, 1899. [39]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1899. [10]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1866.

Shanghai Tael.
SUBSCRIBED CAPITAL \$5,000,000
PAID-UP CAPITAL \$2,500,000

Head Office—SHANGHAI.

Branches and Agencies.
CANTON. JANKOW.
CHEFOO. PEKING.
CHINKIANG. SWATOW.
FOOCHOW. TIENSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above place, and sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3% per Annum. Fixed Deposits for 3 months.

4% " " 6 "

5% " " 12 "

E. W. RUTTER,
Acting Manager.

Hongkong, 15th October, 1898. [123]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital \$1,000,000

Paid up Capital \$24,374

HEAD OFFICE—HONGKONG.

Board of Directors—

Chen Kit Shan, Esq.

Chow Lung Sheng, Esq.

D. Gillies, Esq.

J. T. Lauts, Esq.

Chief Manager.

GEO. W. F. PLAWFAIR.

Interest for 12 months Fixed.

Hongkong, 10th May, 1899. [13]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(cont.)

FOR STEAMERS	CAPTAINS	TO SAIL	REMARKS
SHANGHAI ... Valetta	J. F. Jephson	About 1st Sept.	Freight or Passage.
LONDON, &c. Chusan	E. Street	Noon, 2nd Sept.	Freight or Passage.
JAPAN ... Rohilla*	S. de B. Lockyer, R.N.R.	1 P.M., 2nd Sept.	Freight or Passage.
LONDON ... Formosa	A. G. Cubitt, R.N.R.	About 7th Sept.	Freight or Passage.
JAPAN ... Camdia*	W. H. Haughton, R.N.R.	About 13th Sept.	Freight only. * Passing through the Inland Sea.

* For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 19th August, 1899.

[15]

Intimations.

Again We Press Forward to Greater Achievements, to Mightier Efforts. We Will Inaugurate the Monumental Master-Stroke of Our Career.

WATKINS, LIMITED,

challenge the world to produce any equal or parallel to the splendid and inspiring values now offered, gathered by master minds through the gigantic power of SPOT CASH—demoralizing and scattering to the four winds the last hope of the so-called cutters, creating unspeakable agony in the minds of competitors and unspeakable delight to the thousands of our customers who, through our existence, are saving thousands of dollars each and every year. Figures will not lie and facts are indisputable.

We Have the Power and the Will, the Capital and the Energy, to Offer Goods at Prices Which We Defy and Dare any Competition to Match.

We fearlessly throw down the gauntlet to any competition to meet this wonderful array of bargains and defiantly raise our flag on high upon which is written in bold and commanding manner the sentence.

"WE CHALLENGE ALL COMPETITION."

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED.

MONDAY, the 28th August, 1899,

at 11 A.M.,

At Kowloon Docks Premises.

ASBESTOS METALLIC PACKING AND

ASBESTOS, PARAGON, GARLOCK, AND

TUCKS PACKING, OLD MANILA LAMP,

ARMOURLED, PLAIN AND COTTON

HOSES, BALL LAMP COTTON, LAMP

WICKS, GRINDSTONES and a Large

Quantity of OAK weighing about 145 lbs.

&c. &c. &c.

A Steam Launch will leave Pedder's Wharf at 10.30 A.M. to convey intending Purchasers.

TERMS:—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 16th August, 1899. [164]

GOVERNMENT NOTIFICATION.

NO. 453.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY,

the 28th day of August, 1899, at 3 P.M., are published for general information.

By Command,

J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 12th August, 1899. [165]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 28th day of August, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Kowloon Point in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty—the Queen for one further term of 75 years.

PARTICULARS OF THE LOT.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 8% per Share and

BONUS of 15% per Share for the six

months ending 30th June, 1899, declared at

Monday's Ordinary Half Yearly Meeting, will be PAYABLE at the Premises of the

HONGKONG AND SHANGHAI BANKING

CORPORATION, on and after TUESDAY, the 22nd August, and SHAREHOLDERS are

requested to apply for DIVIDEND WARRANTS at the COMPANY'S OFFICE, Queen's

Building, Praya.

By Order of the Board of Directors,

THOS. J. ROSE, Secretary.

Hongkong, 21st August, 1899. [165]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send a STATEMENT

of BUSINESS contributed during the Half

Year ended 30th June, 1899, or before the 15th

September, on which Date the ACCOUNTS

will be CLOSED.

By Order of the Board of Directors,

THOS. J. ROSE, Secretary.

Hongkong, 24th August, 1899. [167]

WANTED.

A MANAGER for THE INSTITUTION OF

ENGINEERS AND SHIPBUILDERS must

be well acquainted with BOOK-KEEPING.

Apply by Letter stating Terms expected to

the HON. SECRETARY,

At the Institution, No. 2, Praya Central.

Hongkong, 18th August, 1899. [169]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above

Company are prepared to accept FIRE

TERMS moderate, for Particulars apply

to This Office.

To-day's
Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, at his Sales Rooms, Zeland Street, No. 2, on WEDNESDAY, the 30th August, 1899, Commencing at 2.30 P.M., A QUANTITY OF USEFUL,

HOUSEHOLD FURNITURE, Comprising—

DRAWING ROOM, DINING ROOM and BED ROOM FURNITURE of every Description, HATSTANDS, ICECHESTS, IRON BEDSTEADS, PICTURES, GLASSWARE, CROCKERY, CUTLERY, PLATED WARE, &c. & c.

ALSO:

2 TYPEWRITERS.

Several BICYCLES.

3 PIANOS.

On View at the Undersigned's, on TUESDAY, Catalogues issued Prior to Sale.

TERMS OF SALE:—As customary.

PAUL BREWITT,
Auctioneer.
Hongkong, 26th August, 1899. [1086a]

The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 26, 1899.

REUTER'S TELEGRAMS.

THE TRANSVAAL QUESTION.

LONDON, August 24th.

The text of the Transvaal's reply has reached the Colonial Office but nothing has transpired in London regarding the contents. Cape Telegrams, however, confirm yesterday's and add that President Kruger demands the abandonment of the British Sovereignty.

The Royal Munster Fusiliers and the Manchester Regiment have sailed for the Cape.

AMERICAN TRADE IN CHINA.

Mr. Conger on board the warship *Princeton* will visit the ports of China to investigate the decrease in American trade.

WEATHER REPORT.

The Observatory report says:

On the 26th at 11.45 a.m. The barometer has fallen on the E. coast of China, risen in S. China and over the Philippines. High pressure extends from the Pacific S. of Japan, to the coasts of S. China, with lower pressure over N. China and the Gulf of Tongking. Gradients slight for E. winds in S. China. FORECAST: Moderate E. winds; shower.

LOCAL AND GENERAL.

We hear that H.M.S. *Tweed* and torpedo-boat No. 26 are to be commissioned for service on the West River in order to suppress piracy.

A COOLIE was injured by a fall of masonry, this morning, in a building opposite the Alice Memorial Hospital, which is in course of being pulled down.

The Band of the Hongkong Regiment will play at the Hongkong Hotel this evening, from 8 p.m. to 9.30 p.m.:—

PROGRAMME.	
"Queen's Guard"	William.
Overture	W. Park.
"Daddys"	Burleigh.
Selections	Glover.
"Telephone Girl"	Leigh.
Intermezzo, "On the road to Moscow"	Leigh.
"Zeta"	Jones.
God save the Queen	

It is rumoured among shipping circles that a small launch which sailed from Hongkong under command of Captain Lawrence, about seven days ago, bound for Iloilo via Manila has not reached Manila, although the launch *San Francisco* (Capt. Raymond) which left for Manila about the same time reached her destination in three days.

The concert at the Volunteer Headquarters has been postponed on account of the weather.

The Volunteers appear to be perfect Jonathans as regards rain, but it takes a lot to damp their spirits and, although the clerk of the weather often frustrates their designs, when the concert does come off we can assure our readers that it will be well worth hearing.

THE practical utility of search-lighting was demonstrated last night for the edification of the Hongkong Engineer Volunteers. Lights burning all night from Stone-Cutters and Belcher's foots. Attacks were made by the Submarine Mining boats *Solent* and *Miner* but in every case proved abortive. The operations proved most interesting and were greatly appreciated by the members present.

WE hear that matters have grown so lively between the carpenters' Guild and the Dock carpenters that extra police have been drafted to Hung Hom to prevent disturbances. There are several stories about, but we gather that the dispute has arisen over the raising of the subscription to the guild, the Dock carpenters objecting to the imposition and the guild-taking umbrage. Employers of Chinese labour frequently are put to serious inconvenience by the guilds and we hope that the present dispute will not affect the Dock Co.

THE Mount Austin Entertainment last night was well attended except the front seats, the continuous downpour of rain making them sparsely filled. Dr. Harley, the mystic, was largely in evidence with new and startling experiments enlivened with a flow of epigrammatic talk on things in general. This was followed by a concert, Mr. Harry Aldridge, Mr. Verte and Mr. Burke, appearing with success. The screaming Farce sketch, "Prince for an hour," supported by Messrs. Harley, Hart, Verte and some members of the R.W.F. wound up a very enjoyable evening. We hope soon to see Dr. Harley on the lower levels.

THE A.S. WATSON & Co., LIMITED.

FOR SHANGHAI.

"CHINKIANG." Captain Vaughan will be despatched as above on TUESDAY, the 29th instant.

For Freight or Passage, apply to

Douglas Lapraik & Co., General Managers.

Hongkong, 26th August, 1899. [1081a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

"CHINKIANG."

Captain Vaughan will be despatched as above on TUESDAY, the 29th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th August, 1899. [1082a]

Entimation.



A. S. WATSON & Co., LIMITED.

MANUFACTURERS OF
AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

Sir Edward Frankland, K.C.B., D.C.L., F.R.S., F.C.S., &c., the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture—

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & Co., Limited,
QUEEN'S ROAD, CENTRAL.

ESTABLISHED A.D. 1841.

sold at $\$100$. Oliver have again come into favour and the "B" shares have been placed at $\$85$, $\$65$, $\$45$ and $\$30$. Great Eastern and Cedadouans have been sold at $\$3$. Docks, Wharves and Godowns—Hongkong and Whampoa Docks have experienced a very sharp rise and have been taken off the market at advancing rates up to 50 per cent premium, ex dividend and bonus of $\$25$ paid on the 2nd instant. Kowloon Wharf shares have been in some demand and have been booked at $\$45$, $\$35$ and $\$30$. Wan Chai Warehouses are enquired for at $\$45$. Lands, Hotels and Buildings—Hongkong Lands have hardened and have been sold at $\$100$ and $\$105$. Kowloon Lands have buyers at $\$25$. West Points have been negotiated at $\$35$. Hongkong Hotels are ruled very firm and have been taken off the market at $\$175$, $\$175$ and $\$180$ ex the dividend of $\$3$. As the 20th they were broken at the Quay *Adelaide* in Lat $24^{\circ} 20' N$, Long $152^{\circ} 42' E$ bound for Shanghai, but as they were comparatively safe no assistance was required. The *Queen Adelaide* said she would report them at Shanghai.

We are indebted to Mr. Williams, Chief Officer, for the particulars we have been able to give and also to the courtesy of the crew, in showing us the amount of damage done, which we are pleased to say, all things considered, is exceptionally slight, and includes loss of a gig and a small boat. The sand which composed her ballast has not even been washed into the skin of the ship nor injured her pumps. It is with the greatest pleasure that we are able to give an account of the terrible dangers and hardships that are bravely endured by the British seamen and to compliment both Captain Huestes and his crew on the able manner in which they brought their ship through the storm, without the loss of a single life. We must be pardoned for not making mention of the lady until last, but there is no doubt that the calm and heroic fortitude shown by Mrs. Huestes, the Captain's wife, helped greatly to cheer and sustain the crew. We cannot close this account without expressing the hope that the *Strela* may have as successful a run home, as her run out here in the early nineties.

With reference to my despatch No. 82 of the 1st instant, I have the honour to inform you that on the 2nd instant I proceeded at 2.30 a.m. to Canton in Her Majesty's ship *Fame* and arrived at 10 o'clock, the Vice-Admiral having informed the Consul that he would receive me at 11 a.m. I was accompanied by Mr. Stewart Lockhart, Colonial Secretary, and the members of my staff. On proceeding from the Consulate to the Vice-Admiral's Yamen, I found that preparations had been made for my reception that I did not expect. The streets for the two miles or so between the Consulate and the Yamen had been washed and cleaned, and were lined with troops throughout the entire distance. There were between 1,600 and 1,800 men, armed with muzzle loaders and rifles of various patterns, in addition to which a large proportion carried revolvers. I noticed that all the arms were quite clean and apparently well kept. The streets were decorated with flags on long poles and there were dense crowds who were perfectly respectful. I was received by the Vice-Admiral with the usual ceremonies and at once entered upon the business of my visit, Mr. J. St. J. Phipps, the Vice-Consul, interpreting most admirably.

After some preliminary observations he remarked that the friendship between England and China had been of long standing, on which I assured him that England was China's best friend, and it was with the most friendly feelings that I had done myself the honour of visiting him to request his immediate attention to certain acts of intimidation and attempts to lead the people of the leased territory astray by an inflammatory placard that had been posted in Hongkong.

Tai-O is a small village dependent on farming, the land being very fertile, while fishing gives employment to a large number of the inhabitants, there being a mile of fishing stakes a short way out in the harbour, and many of the licensed Hongkong junks make it their headquarters. The villagers were very friendly and willingly took part in the sports that were started in front of the police station, prizes being offered for tug of war teams, running, etc., much amusement being caused by scrambles after Chinese cash and as the natives were struggling after the money, packets of lighted crackers were substituted for cash with the expectation of seeing them run away in this, however, the party were disappointed as the youngsters were not at all afraid but started saving as many of the crackers as they could for future use. After spending a very enjoyable time at Tai-O, the party re-embarked for home, coming back by way of Chung-chau. Unfortunately it was too dark to allow of a landing as was at first arranged, Messrs. Quinn, Watson and others enlivened the journey with songs.

Tai-O ought to become a favourite place among picnickers as the scenery is very fine, the villagers friendly and moreover it is stated that there are deer, wild boar and other game to be had on the island, with these advantages there ought to be no doubt of its future.

HONGKONG ELECTRIC COMPANY, LIMITED.

To-day at noon an extraordinary general meeting of the Hongkong Electric Company, Limited, was held at the company's offices, Queen's Buildings, Mr. H. J. Dalrymple occupied the chair, and there were also present the Hon. G. P. Chater, A. G. Wood, C. W. Dickson, (directors) W. H. Wickham (manager), T. V. Veitch, W. S. Bamsey, J. M. Michael, J. M. Forbes, E. C. Emmett, R. R. Roberts, Lun Shun Lum, N. Nunnford, and Baptista.

The Secretary read the notice convening the meeting now that the boundary had been settled. On this His Excellency said that there was no occasion for erection of new Customs stations as the Customs would remain where they were. I answered that such a course was impossible which would the effect of inducing them to adopt a more cautious attitude, though it still remained to be seen if the Chinese would do this.

He answered that he could not possibly find the person who wrote the placard. To this I demurred. He said I did not know Chinaman had opened Artillery fire upon him at 200 yards range and were seen to be approaching the hills, when he fired some long range volleys which had the effect of inducing them to adopt a more cautious attitude, though it still remained to be seen if the Chinese would do this.

At 6 p.m. H.M.S. *Fame* came into Tolo Harbour. Captain Berger signalled with it and the senior Military Officer assumed command of the troops. Lieut. Keyes, R.N., Commander of the *Fame*, brought ashore an escort party of Blue jackets.

About this time became evident that offensive action against us was taken because darkness had fallen and the enemy were closing in on the defences until the Chinamen had opened Artillery fire upon him at 200 yards range and were seen to be approaching the hills, when he fired some long range volleys which had the effect of inducing them to adopt a more cautious attitude, though it still remained to be seen if the Chinese would do this.

At 6 p.m. H.M.S. *Fame* came into Tolo Harbour. Captain Berger signalled with it and the senior Military Officer assumed command of the troops. Lieut. Keyes, R.N., Commander of the *Fame*, brought ashore an escort party of Blue jackets.

About this time became evident that offensive action against us was taken because darkness had fallen and the enemy were closing in on the defences until the Chinamen had opened Artillery fire upon him at 200 yards range and were seen to be approaching the hills, when he fired some long range volleys which had the effect of inducing them to adopt a more cautious attitude, though it still remained to be seen if the Chinese would do this.

At 6 p.m. H.M.S. *Fame* came into Tolo Harbour. Captain Berger signalled with it and the senior Military Officer assumed command of the troops. Lieut. Keyes, R.N., Commander of the *Fame*, brought ashore an escort party of Blue jackets.

About this time became evident that offensive action against us was taken because darkness had fallen and the enemy were closing in on the defences until the Chinamen had opened Artillery fire upon him at 200 yards range and were seen to be approaching the hills, when he fired some long range volleys which had the effect of inducing them to adopt a more cautious attitude, though it still remained to be seen if the Chinese would do this.

At 6 p.m. H.M.S. *Fame* came into Tolo Harbour. Captain Berger signalled with it and the senior Military Officer assumed command of the troops. Lieut. Keyes, R.N., Commander of the *Fame*, brought ashore an escort party of Blue jackets.

About this time became evident that offensive action against us was taken because darkness had fallen and the enemy were closing in on the defences until the Chinamen had opened Artillery fire upon him at 200 yards range and were seen to be approaching the hills, when he fired some long range volleys which had the effect of inducing them to adopt a more cautious attitude, though it still remained to be seen if the Chinese would do this.

At 6 p.m. H.M.S. *Fame* came into Tolo Harbour. Captain Berger signalled with it and the senior Military Officer assumed command of the troops. Lieut. Keyes, R.N., Commander of the *Fame*, brought ashore an escort party of Blue jackets.

About this time became evident that offensive action against us was taken because darkness had fallen and the enemy were closing in on the defences until the Chinamen had opened Artillery fire upon him at 200 yards range and were seen to be approaching the hills, when he fired some long range volleys which had the effect of inducing them to adopt a more cautious attitude, though it still remained to be seen if the Chinese would do this.

At 6 p.m. H.M.S. *Fame* came into Tolo Harbour. Captain Berger signalled with it and the senior Military Officer assumed command of the troops. Lieut. Keyes, R.N., Commander of the *Fame*, brought ashore an escort party of Blue jackets.

About this time became evident that offensive action against us was taken because darkness had fallen and the enemy were closing in on the defences until the Chinamen had opened Artillery fire upon him at 200 yards range and were seen to be approaching the hills, when he fired some long range volleys which had the effect of inducing them to adopt a more cautious attitude, though it still remained to be seen if the Chinese would do this.

At 6 p.m. H.M.S. *Fame* came into Tolo Harbour. Captain Berger signalled with it and the senior Military Officer assumed command of the troops. Lieut. Keyes, R.N., Commander of the *Fame*, brought ashore an escort party of Blue jackets.

About this time became evident that offensive action against us was taken because darkness had fallen and the enemy were closing in on the defences until the Chinamen had opened Artillery fire upon him at 200 yards range and were seen to be approaching the hills, when he fired some long range volleys which had the effect of inducing them to adopt a more cautious attitude, though it still remained to be seen if the Chinese would do this.

At 6 p.m. H.M.S. *Fame* came into Tolo Harbour. Captain Berger signalled with it and the senior Military Officer assumed command of the troops. Lieut. Keyes, R.N., Commander of the *Fame*, brought ashore an escort party of Blue jackets.

About this time became evident that offensive action against us was taken because darkness had fallen and the enemy were closing in on the defences until the Chinamen had opened Artillery fire upon him at 200 yards range and were seen to be approaching the hills, when he fired some long range volleys which had the effect of inducing them to adopt a more cautious attitude, though it still remained to be seen if the Chinese would do this.

At 6 p.m. H.M.S. *Fame* came into Tolo Harbour. Captain Berger signalled with it and the senior Military Officer assumed command of the troops. Lieut. Keyes, R.N., Commander of the *Fame*, brought ashore an escort party of Blue jackets.

About

the gunners

the gunners were not required for the Hong Kong Regiment soldiers drove back the Chinese from hill to hill and working admirably under Indian frontier fighting men they took full advantage of cover while continuing the pursuit of the foe.

Had this advance not been conducted with great care the loss to our troops must have been heavy.

The Chinese fired almost incessantly for 11 hours, pouring in round shot, 31 inches in diameter, from muzzle loaders and dropping musketry fire all about our men. Fortunately the configuration of the country favoured cover and our casualties were few. I regret to say that Major Brown, R.A.M.C., was slightly wounded in the right upper arm by a spent bullet. He returned to camp at 11 p.m. making light of his wound, which rendered his return to Hongkong necessary, and which I hope he has been very painful.

Captain Berger's force captured 3 guns and utterly routed the Chinese who fled over the Lam Tsun Pass and on to Sheung Tsun at the head of the Pat Heung Valley, where Berger still pursued, lost touch with them, and bivouacked for the night.

At 8 p.m. Captain Simmonds sent me a messenger asking for food for 3 British Officers and 120 Indian soldiers, also for one blanket per man, sent these things by coolies under a fairly strong escort. At 8.30 p.m. Berger applied for ammunition by signal message. I saw that he must have ammunition at all costs as he was in the heart of the enemy's country, so I got 40 soldiers of the Hongkong Regiment, 11 Sikh policemen and all the coolies I could muster and despatched the lot under Mr. May, Captain Superintendent of Police, who had kindly volunteered to proceed in charge.

My camp had now only 16 soldiers left in it, so I signalled to Commander Davison, R.N., of Her Majesty's Ship "Berger" in the harbour to land an armed party for its protection. This request was promptly acceded to and I felt that "Flagstaff Hill" and the Queen's Standard were safe.

At about 10 p.m. firing ceased, I sent an order to Berger that he must not move beyond his bivouac unless he could co-operate with a force that I thought possibly be sent out to Castle Peak at daybreak on the 18th ultimo. I sent Your Excellency a signal message reporting particulars up to date. I also wrote in detail the particulars of the previous evening's action so far as they were known to me, and despatched the letter next morning.

At daybreak on the 18th April, after consultation with Mr. Stewart Lockhart, Colonial Secretary, I determined to push on to Sheung Tsun to join Berger, for I knew that the Insurgent Forces had all gone West and that the scene of action had shifted from Tai Po to the Pat Heung Valley, my place should be with the advance at Sheung Tsun. I informed Commander Davison, R.N., of my intention and nominated Major Roe, A.S.C., as the Officer in Military Command on the base.

At 7 a.m. a portion of Berger's troops were seen returning to camp, he having left Barrett with a detachment at Sheung Tsun. He had come in to get food and blankets for his men and ammunition. The men had a square meal after which we started, accompanied by Stewart Lockhart and pushing on rapidly reached Sheung Tsun where we found Barrett all safe. A few rounds from guns had been fired at his men in the early morning but no attack had been made on his position. On the march we passed through the Lam Tsun Valley, where Captain Berger pointed out to me the details of the previous evening's engagement; he explained the absence of many casualties to our force by the fact that the Chinese kept firing in the direction of the mountain path, believing that troops would not be able to move over the steep hill sides.

They little knew the soldiers of the Hongkong Regiment. When they found out their mistake they became so disconcerted that their fire was wild and practically harmless.

On my way to Sheung Tsun I sent a message to Simmonds to join me with two guns at that place. The other two guns were at Tai Po Camp.

Reviewing this little action, I desire to bring to Your Excellency's notice the admirable manner in which Captain Berger of the Hongkong Regiment handled the Infantry Force. I had first believed that he had pushed on too far from his base and never feared that the Chinese might have drawn him into an ambuscade; but reflection and a review of the situation convinced me that he was quite right. Some seven years' acquaintance with the Chinese character and the poor efforts that the enemy had made on the previous day, together with the knowledge that they were not well armed, must have shown him that the true tactics in dealing with a Chinese force were to attack and pursue till their flight had made immediate concentration for concerted action impossible.

Lieutenant Barrett also fulfilled his duties with ability and courage.

As for the Indian Officers and soldiers of the Hongkong Regiment, their courage and Military bearing under a heavy fire deserve the highest praise and their natural qualities as men have made them admirable soldiers for frontier warfare in this mountainous region.

Captain Simmonds force of 4 guns with escort unfortunately took no part in the evening's action, having gone to Fan Ling under a mistaken apprehension of the enemy's intention; his guns replied to the enemy's in the early part of the day when close to Tai Po Camp, and compelled the enemy to move his Artillery from the Wa Mi hills.

It is impossible to render even an approximate estimate of the enemy's casualties, for Chinamen always carry away their wounded and dead.

Arrived at Sheung Tsun I found that the Hongkong Regiment had taken possession of a courtyard spacious enough to hold 1000 soldiers in which they had put dry straw and had made themselves very comfortably. Some had been without much food for nearly a day but speedily made up for lost time in our bringing in their rations.

At about 7.30 p.m. a report was made to me that a large force of Chinamen had been approaching. On examination the report was a goodly number as the sound of drumming and bugle calls on the distance evidently meant an attack on us. I ordered Captain Berger to make preparations to receive these people, dressing that night fresh troops should be sent out with the coolies being left in reserve in quarters. At 3 p.m. Berger had posted his men in their allotted positions and we awaited the enemy's advance. He came on in three lines and in fairly regular formation over a perfectly level plain, only ploughed and waving banks and shoulder high. It was distinctly determined advanced for Chinamen. They commenced firing at long ranges, the which distance also falling short of some rifle balls. The latter were not aimed but were led by a single gun and were quite inaccurate. What with the rapid fire of our guns and the coolies who were sent out to intercept the Chinamen, the latter did not dare to approach us.

Dr. Atkinson refers to Mr. Atkinson's matter in his annual report as follows:— "A year back as 1891, when I say— 'The continued increase accumulation of Chinese dwellings in the neighbourhood of the hospital and the probable extension of building operations in the vicinity renders it more desirable than ever that some steps should be taken not only to close the Hospital Road to traffic between the hours of 8 p.m. and 8 a.m., but also existing regulations should be more stringently enforced in the streets in the early hours of the morning.' In 1892 the Doctor continues the same, similar, and repeats the matter word for word, along to 1897, which is the last year of his report."

My opinion is that many of them were killed. Seven men were observed to fall and we saw two corpses in another field later on. I know it is not easy to hit running men at distances beyond 600 yards, but considering the number of rounds fired the enemy's casualties were, I believe, slight. No man was hit on our side though several had narrow escapes after falling within a few feet of them. Simmonds' guns had not arrived from Fan Ling and therefore did not take any part in today's action.

We pursued the flying enemy for some distance and then halted and collected the arms they left on the plain." Some seven pieces of small calibre Artillery, a quantity of jingals and a few old fashioned rifles were picked up.

I cannot claim any merit for having inflicted only, as I believe, small loss upon our enemy in this action, but I am heartily glad that not many of them were killed or even hit; these rebels were mostly misguided creatures, badly armed and untrained to war, a few utterly unworthy of a soldier's steel.

I believe the enemy's force was pretty considerable on this occasion and that they staked their all on the issue. Their intention was to press home and crush us believing in the vast superiority of their numbers and in a certain victory. The Chinaman had no idea of the power of the modern rifle and no heart to come to close quarters; he made no attempt at a stand.

This defeat shattered their confidence in their warlike attempts and I then felt sure they would not again assume the offensive or openly resist our arms. Subsequent information revealed the fact that 2,600 men took part in this action, and there is good reason to believe that, at least, one-third were men who came from beyond the British boundary.

The Viceroy of Canton might well be called upon to explain the presence of these men. If he did not send them he certainly must have connived at their assistance in the revolt.

I now consulted Mr. Stewart Lockhart, who had been present at the action, about the advisability of blowing down some walls of the Kam Tsui Villages, situated about 2 miles from the scene of the action. He entirely concurred in the desirability of blowing up the gates of the Fu Sha Wai village. We marched there at once, warned all women and children to leave the village, which they did, in considerable numbers; a few old men also came out and "kowtowed," but no young ones; they were probably among those who had been defeated at the action and were still on the run and far away over the hills.

Our two sappers applied some slabs of gun cotton to the walls and so effectively that the explosion made a large breach of crumbled bricks and mortar, bringing down the iron gates. We tried a like effect upon another wall, but its thickness, 5 feet, was more than our supply of gun cotton was equal to tackling and that, combined, perhaps, with haste necessitated by advancing night rendered the demolition less effective.

After this we returned to quarters, some 5 miles distant, arriving at 9.15 p.m. and finding there Simmonds and his guns. He reported after which we started, accompanied by Stewart Lockhart and pushing on rapidly reached Sheung Tsun where we found Barrett all safe. A few rounds from guns had been fired at his men in the early morning but no attack had been made on his position. On the march we passed through the Lam Tsun Valley, where Captain Berger pointed out to me the details of the previous evening's engagement; he explained the absence of many casualties to our force by the fact that the Chinese kept firing in the direction of the mountain path, believing that troops would not be able to move over the steep hill sides.

They little knew the soldiers of the Hongkong Regiment. When they found out their mistake they became so disconcerted that their fire was wild and practically harmless.

On my way to Sheung Tsun I sent a message to Simmonds to join me with two guns at that place. The other two guns were at Tai Po Camp.

Reviewing this little action, I desire to bring to Your Excellency's notice the admirable manner in which Captain Berger of the Hongkong Regiment handled the Infantry Force.

I had first believed that he had pushed on too

further from his base and never feared that the Chinese might have drawn him into an ambuscade; but reflection and a review of the situation

convinced me that he was quite right.

Some seven years' acquaintance with the Chinese character and the poor efforts that the enemy had made on the previous day, together with the knowledge that they were not well armed, must have shown him that the true tactics in dealing with a Chinese force were to attack and pursue till their flight had made immediate concentration for concerted action impossible.

Lieutenant Barrett also fulfilled his duties with ability and courage.

As for the Indian Officers and soldiers of the Hongkong Regiment, their courage and Military bearing under a heavy fire deserve the highest praise and their natural qualities as men have made them admirable soldiers for frontier warfare in this mountainous region.

Captain Simmonds force of 4 guns with escort unfortunately took no part in the evening's action, having gone to Fan Ling under a mistaken apprehension of the enemy's intention; his guns replied to the enemy's in the early part of the day when close to Tai Po Camp, and compelled the enemy to move his Artillery from the Wa Mi hills.

It is impossible to render even an approximate estimate of the enemy's casualties, for Chinamen always carry away their wounded and dead.

Arrived at Sheung Tsun I found that the Hongkong Regiment had taken possession of a courtyard spacious enough to hold 1000 soldiers in which they had put dry straw and had made themselves very comfortably.

Some had been without much food for nearly a day but speedily made up for lost time in our bringing in their rations.

My opinion is that many of them were killed. Seven men were observed to fall and we saw two corpses in another field later on. I know it is not easy to hit running men at distances beyond 600 yards, but considering the number of rounds fired the enemy's casualties were, I believe, slight. No man was hit on our side though several had narrow escapes after falling within a few feet of them. Simmonds' guns had not arrived from Fan Ling and therefore did not take any part in today's action.

"Britisher" does not seem to have a very flattering opinion of Chinese soldiers.

Now, I do not see any reason why a Chinaman should not make a good soldier if he is properly looked after by strict Europeans—officers who will not only devote their energies to drill and instruct them efficiently, but will devise plans to gain a certain amount of control over them when they are of duty. One serious obstacle to be contended with is opium-smoking, and according to the Chief surgeon of the Yangtze Forts it gives no little trouble. That is what he wrote to Dr. Park of the Sochow Hospital:

Play commences at 5.30 p.m. sharp.

HONGKONG WATER POLO COMPETITION.

FIXTURES.

—9th August.

R.W.F. v. team. R.A. 25 Co. E.D.

SEMI-FINALS.

—30th August.

V.R.C. v. team. V.R.C. b team.

31st August.

Kowloon v. Winners of R.W.F. and R.A.

129/899.

Play commences at 5.30 p.m. sharp.

FROM ALL SOURCES.

British Naval Programme.

—London, July 24th.

Mr. G. J. Goschen, First Lord of the Admiralty, referring to his offer to refrain from proceeding with the projected expansion of the British Navy conditionally upon Russia similarly refraining in regard to her navy, declared that since the offer was made Russia has taken no decision which would justify further deferring the carrying out of the British naval programme.

Mr. F. J. Hogan, M.P. for Mid-Tipperary, will ask a question of Mr. Goschen, First Lord of the Admiralty, as to whether the aspersions on "Annual" are justified.

London, 5th August.

We regard to the aspersions of General Sir George Willis on Lord Brassey's "Naval Annual," which formed the subject of a question in the House of Commons on Tuesday, Rear-Admiral Lord Charles Beresford, M.P., in a letter to the Press, states that while Lord Brassey's book is a most valuable work, so far from revealing any secrets, it contains nothing that is not known by the naval attaches of all the foreign Embassies in London.

Mr. J. F. Hogan, M.P. for Mid-Tipperary, will ask a question of Mr. Goschen, First Lord of the Admiralty, as to whether the aspersions on "Annual" are justified.

London, 5th August.

An explosion occurred on board the Austrian first-class torpedo boat Adler of the island of Corfu, in the Adriatic Sea.

The "Bullfinch" Accident.

London, July 24th.

Two more deaths have resulted from the accident aboard H.M. torpedo-boat destroyer Bullfinch, in the Solent. This brings the number of victims to ten.

Italy.

DEALING WITH SOCIALISM.

London, July 24th.

In consequence of the recent Socialist troubles in Italy, General Pelleoux, the Premier and Minister of the Interior, has directed the Courts to enforce a drastic Public Safety Bill, though the measure has not received the sanction of Parliament.

The Premier declares that this step is essential to the counteracting of the Socialists.

The Occupation of Crete.

London, July 25th.

The British flag has been lowered at Candia,

the capital of Crete, and the Government of Prince George has formally assumed control of the city.

The drought all through the interior of New South Wales.

AUSTRALIA. is reported to be very bad.

The reports received in London are most disheartening. They date from the beginning of June. And over a stretch of country reaching northward from the Riverina, full 200 miles by 100 miles in breadth, it is stated that only with the greatest difficulty sheep kept alive. The lambing season, it is said, will practically be a failure, and multitudes of sheep are dying. There is another district, more northerly, which is said to be worse still. And along the Queensland border and in Southern Queensland the condition of things is very bad likewise. Before the drought began it was estimated that only with the greatest difficulty sheep kept alive. The lambing season, it is said, will practically be a failure, and multitudes of sheep are dying. There is another district, more northerly, which is said to be worse still. And along the Queensland border and in Southern Queensland the condition of things is very bad likewise. Before the drought began it was estimated that only with the greatest difficulty sheep kept alive. The lambing season, it is said, will practically be a failure, and multitudes of sheep are dying. There is another district, more northerly, which is said to be worse still. And along the Queensland border and in Southern Queensland the condition of things is very bad likewise. Before the drought began it was estimated that only with the greatest difficulty sheep kept alive. The lambing season, it is said, will practically be a failure, and multitudes of sheep are dying. There is another district, more northerly, which is said to be worse still. And along the Queensland border and in Southern Queensland the condition of things is very bad likewise. Before the drought began it was estimated that only with the greatest difficulty sheep kept alive. The lambing season, it is said, will practically be a failure, and multitudes of sheep are dying. There is another district, more northerly, which is said to be worse still. And along the Queensland border and in Southern Queensland the condition of things is very bad likewise. Before the drought began it was estimated that only with the greatest difficulty sheep kept alive. The lambing season, it is said, will practically be a failure, and multitudes of sheep are dying. There is another district, more northerly, which is said to be worse still. And along the Queensland border and in Southern Queensland the condition of things is very bad likewise. Before the drought began it was estimated that only with the greatest difficulty sheep kept alive. The lambing season, it is said, will practically be a failure, and multitudes of sheep are dying. There is another district, more northerly, which is said to be worse still. And along the Queensland border and in Southern Queensland the condition of things is very bad likewise. Before the drought began it was estimated that only with the greatest difficulty sheep kept alive. The lambing season, it is said, will practically be a failure, and multitudes of sheep are dying. There is another district, more northerly, which is said to be worse still. And along the Queensland border and in Southern Queensland the condition of things is very bad likewise. Before the drought began it was estimated that only with the greatest difficulty sheep kept alive. The lambing season, it is said, will practically be a failure, and multitudes of sheep are dying. There is another district, more northerly, which is said to be worse still. And along the Queensland border and in Southern Queensland the condition of things is very bad likewise. Before the drought began it was estimated that only with the greatest difficulty sheep kept alive. The lambing season, it is said, will practically be a failure, and multitudes of sheep are dying. There is another district, more northerly, which is said to be worse still. And along the Queensland border and in Southern Queensland the condition of things is very bad likewise. Before the drought began it was estimated that only with the greatest difficulty sheep kept alive. The lambing season, it is said, will practically be a failure, and multitudes of sheep are dying. There is another district, more northerly, which is said to be worse still. And along the Queensland border and in Southern Queensland the condition of things is very bad likewise. Before the drought began it was estimated that only with the greatest difficulty sheep kept alive. The lambing season, it is said, will practically be a failure, and multitudes of sheep are dying. There is another district, more northerly, which is said to be worse still. And along the Queensland border and in Southern Queensland the condition of things is very bad likewise. Before the drought began it was estimated that only with the greatest difficulty sheep kept alive. The lambing season, it is said, will practically be a failure, and multitudes of sheep are dying. There is another district, more northerly, which is said to be worse still. And along the Queensland border and in Southern Queensland the condition of things is very bad likewise. Before the drought began it was estimated that only with the greatest difficulty sheep kept alive. The lambing season, it is said, will practically be a failure, and multitudes of sheep are dying. There is another district, more northerly, which is said to be worse still. And along the Queensland border and in Southern Queensland the condition of things is very bad likewise. Before the drought began it was estimated that only with the greatest difficulty sheep kept alive. The lambing season, it is said, will practically be a failure, and multitudes of sheep are dying. There is another district, more northerly, which is said to be worse still. And along the Queensland border and in Southern Queensland the condition of things is very bad likewise. Before the drought began it was estimated that only with the greatest difficulty sheep kept alive. The lambing season, it is said, will practically be a failure, and multitudes of sheep are dying. There is another district, more northerly, which is said to be worse still. And along the Queensland border and in Southern Queensland the condition of things is very bad likewise. Before the drought began it was estimated that only with the greatest difficulty sheep kept alive.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	TUESDAY, 29th August, at Daylight.
J. B. Murray		
HAKUAI MARU	VLADIVOSTOK, VIA SWATOW, AMOY, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHENULUO & NAGASAKI.	THURSDAY, 31st August, at Noon.
M. Nishimura		
HIROSHIMA MARU	KOBE and YOKOHAMA	FRIDAY, 1st September, at 4 P.M.
S. Yoshizawa		
MUKE MARU	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 5th September, at Noon.
J. B. Macmillan		
WAKASA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE	THURSDAY, 7th September, at Noon.
J. B. Macmillan	PENANG, COLOMBO & PORT SAID	

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 25th August, 1899.

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed, 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. O. Marshall, R.N.R., WEDNESDAY, 30th Aug., 1899.

EMPEROR OF JAPAN...Comdr. G. D. Bowles, R.N.R., WEDNESDAY, 27th Sept., 1899.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R., WEDNESDAY, 25th Oct., 1899.

THE magnificient Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS, to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York, and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chinese World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Pedder's Street. [3]

Hongkong, 9th August, 1899.

TOYO KISEN KAISHA.

NORTHERN PACIFIC
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

TUESDAY, 29th Aug., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

SATURDAY, 31st Sept., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

THURSDAY, 19th Oct., at Noon.

* Calling at FOOCHOW and SHANGHAI.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

COLUMBIA ... | 2,976 | Dobson ... | Sept. 23.

Monmouthshire ... | 2,824 | W.A. Evans | Oct. 7.

Lenox ... | 3,677 | Williamson | Nov. 4.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables, DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED.

General Agents.

Hongkong, 24th August, 1899. [4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

CHUSAN

Captain E. Street, commanding Her Majesty's Ships, will be despatched from this for BOMBAY, &c., on SATURDAY, the 2nd September, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 19th August, 1899. [5]

WEST RIVER SERVICE.

THE New River Steamers

SAMSHUI " WUCHOW" will be despatched alternately from Meissa, DOUGLAS LAPRAIK & CO.'S WHARF, at 5 P.M., on MONDAYS, WEDNESDAYS and FRIDAYS for WUCHOW, calling at KONGMOON, KAMCHUCK, SAMHUI, SHUHINO and TAKHING.

Both Vessels have Superior Accommodation for Saloon Passengers.

Fares, including Sleeping Berths.

HONGKONG TO SAMHUI ... \$ 5

HONGKONG TO WUCHOW ... \$ 10

Meals can be obtained on Board.

For further information apply to BUTTERFIELD & SWINEY.

Hongkong, 28th July, 1899. [5]

FOR NEW YORK.

THE 3/3 A.L.I. American Ship

CHALLENGER, shortly expected from MANILA, will load here for the above port, and will have quick despatch.

For Freight apply to BARNHOLD, KARBERG & CO.

Hongkong, 10th August, 1899. [5]

Mails.

NORDDEUTSCHER
LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANVERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALESIA	HAVRE and HAMBURG	About 10th September.
KNUTH	(LONDON with transhipment in HAMBURG)	September.
NURNBERG	HAVRE and HAMBURG	About 20th September.
v. Blaizer	(LONDON with transhipment in HAMBURG)	September.
SUEVIA	HAVRE and HAMBURG	About 1st October.
Fuchs	(LONDON with transhipment in HAMBURG)	About 15th October.
*SAVOIA	HAVRE and HAMBURG	October.
Jäger	(LONDON with transhipment in HAMBURG)	October.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & CO.

[6]

HAMBURG-AMERIKA

LINE.

(East Asiatic Service.)

(Taking Cargo at through rates to ANVERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALESIA	HAVRE and HAMBURG	About 10th September.
KNUTH	(LONDON with transhipment in HAMBURG)	September.
NURNBERG	HAVRE and HAMBURG	About 20th September.
v. Blaizer	(LONDON with transhipment in HAMBURG)	September.
SUEVIA	HAVRE and HAMBURG	About 1st October.
Fuchs	(LONDON with transhipment in HAMBURG)	About 15th October.
*SAVOIA	HAVRE and HAMBURG	October.
Jäger	(LONDON with transhipment in HAMBURG)	October.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & CO.

[6]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEVIA

PORT SAID, NAPLES, GENOA, PORT

ANTWERP, BREMEN and HAMBURG,

PORTS IN THE LEVANT, BLACK SEA AND BALIC PORTS:

ALSO

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN

PORTS.

THE COMPANY'S STEAMERS WILL CALL AT

SOUTHAMPTON

Shipping.

STEAMERS.

THE OSAKA SHOSEN KAISHA.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship
"TAMISUI MARU,"
Captain S. Nagata, will be despatched for the above ports, THE MORROW, the 27th instant, at Daylight.
For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 26th August, 1899. [1055a]

FOR MANILA AND LONDON.
THE Steamship

"DUNAV,"
A. Kisselich, Commander, will be despatched as above on or about the 27th instant.
For Freight, &c., apply to
HOLLIDAY, WISE & CO.,
Agents.
Hongkong, 23rd August, 1899. [1072a]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR FOOCHOW.

THE Company's Steamship
"CHINGTU,"
Captain Williams, will be despatched as above on MONDAY, the 25th instant, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th August, 1899. [1071a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Steamship

"TAI LEE,"
Captain Williams, will be despatched for the above Port, on MONDAY, the 28th instant, at 5 P.M.
This Steamer has Accommodation for Passengers.

For Freight or Passage, apply to
SHEWAN YAMES & Co.,
General Managers.
Hongkong, 23rd August, 1899. [1070a]

FOR NEW YORK VIA SUEZ CANAL.
THE British Steamship

"GILAZE,"
will be despatched for the above port on or about the 29th instant.

S.S. "ARGYL," will sail about the 15th September.

S.S. "JOHN EASTWOOD" At Intervals
S.S. "AFGHANISTAN" of 2 weeks.

For Freight, apply to
DODWEIL & CO., LIMITED,

Agents.
Hongkong, 23rd August, 1899. [1058a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Carga to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"
Captain Helms, will be despatched as above on FRIDAY, the 1st September, at 4 P.M.
This well-known steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is fitted throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th August, 1899. [1052a]

THE CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"CHINGTU,"
Captain Williams, will be despatched as above on TUESDAY, the 5th September, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.R.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th August, 1899. [1052a]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"STENTOR,"
Captain Jackson, will be despatched as above on TUESDAY, the 3rd September.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th August, 1899. [1056a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
(ROBERT M. SLAMON & CO., HAMBURG);

FOR NEW YORK VIA SUEZ CANAL.
THE Full-powered Steamship

"PISA,"
will be despatched as above on or about the 25th September.

The Steamer has Superior Accommodation for First and Second class Passengers and has an Average Speed of 13 knots per hour.

For Freight or Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 18th July, 1899. [1058a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"INDRANI,"
Captain Campbell, will be despatched as above on or about the 11th September.

For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 22nd August, 1899. [1065a]

"BEN" LINE OF STEAMERS.
FOR LONDON, VIA SUEZ CANAL.
THE Steamship

"BENVENUE,"
Captain Peter, will be despatched as above on or about the 15th September.

For Freight or Passage, apply to
CIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 22nd August, 1899. [1064a]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR PHILADELPHIA AND NEW YORK.
THE New Steamship

"SPING SUEY,"
Captain C. de La Perelle, will be despatched for the above Port, on or about the 5th October.

For Freight, apply to
SHEWAN TOMES & Co.
Agents.
Hongkong, 21st August, 1899. [1062a]

THE HONGKONG TELEGRAPH, SATURDAY, AUGUST 26, 1899.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR TIENFSIN.

THE Company's Steamship

"NANCHANG,"
Captain Finlayson, will be despatched as above on SUNDAY, the 3rd September.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 24th August, 1899. [1075a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON
VIA STRAITS.

(Taking Gagoo at Rates for LIVERPOOL,
GLASGOW, CONTINENTAL PORTS, RIVER
PLATE, &c.)

THE Company's Steamship

"CHINGWO,"
H. Harris, Commander, will be despatched as above on or about the 9th September.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 17th August, 1899. [1075a]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.

THE Company's Steamship

"CHINGTU,"
Captain Williams, will be despatched as above on TUESDAY, the 5th September.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th August, 1899. [1030a]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"
Captain Williams, will be despatched as above on TUESDAY, the 5th September.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th August, 1899. [1030a]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE British Steamship

"GILAZE,"
will be despatched for the above port on or about the 29th instant.

S.S. "ARGYL," will sail about the 15th September.

S.S. "JOHN EASTWOOD" At Intervals
S.S. "AFGHANISTAN" of 2 weeks.

For Freight, apply to
DODWEIL & CO., LIMITED,

Agents.
Hongkong, 23rd August, 1899. [1058a]

THE CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"
Captain Williams, will be despatched as above on TUESDAY, the 5th September.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th August, 1899. [1030a]

THE CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"
Captain Williams, will be despatched as above on TUESDAY, the 5th September.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th August, 1899. [1030a]

THE CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"
Captain Williams, will be despatched as above on TUESDAY, the 5th September.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th August, 1899. [1030a]

THE CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"
Captain Williams, will be despatched as above on TUESDAY, the 5th September.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th August, 1899. [1030a]

THE CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"
Captain Williams, will be despatched as above on TUESDAY, the 5th September.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th August, 1899. [1030a]

THE CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"
Captain Williams, will be despatched as above on TUESDAY, the 5th September.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th August, 1899. [1030a]

THE CHINA NAVIGATION COMPANY, LIMITED.

FOR